

EN ROUTE.

A Trip to the Falls Astride the Iron Horse—History of the Fort Worth & Denver Road.

Personal of Charles L. Frost, the General Superintendent—His Identity With the Road.

A Stretch of Four Hundred Miles to be Built—Denver People Eager for Its Completion.

Special Correspondence of the Gazette.

EN ROUTE, Sept. 27.—"If I wanted a stranger to get a correct idea of the beauty of West Texas," said a passenger, "I would have him take a trip over this Fort Worth & Denver City railway." With emphasis I agreed with the speaker. Why shouldn't I? Is there anywhere in Texas in the distance of 114 miles more beautiful valleys and rolling land, timber and prairie? As we glided along over this very good road small game seemed to spring from under the very cars. Gov. Roberts' "Texian Hare" skips nimbly away and flocks of quail and doves rise only to drop in easy gun range. Not uncommon is it that herds of antelope graze these fine hunting grounds and every train must need stop on the way to unload a party or two of bold hunters, and a fine day's sport they have.

To a stranger from a wooded country the sight of these beautiful prairies must be peculiarly grateful and refreshing; great billows of rolling land verdure clad, stretching away as far as the eye can follow, and dotted with cattle of a thousand hills. It's a pleasant day's run up to Wichita Falls and back; past the closely built city of Decatur, the modern but enterprising town of Bowie, the away-from-the-depot town of Henrietta, and finally to the best advertised and most sanguine town in Texas, Wichita Falls. Of course, numerous smaller towns than those named are along the route, but these four are the more prominent. In all of them is there a hospitality that inclines a prospector to "seek no further."

The people along this Fort Worth & Denver road have cause to congratulate themselves upon its excellence. That excellence is mainly due to the ability of one man, and its origin and existence are due to his faith in the enterprise and the tenacity with which he clung to the project. He knows nothing about my designs on his good name; as while he keeps close watch upon the many details of this pet road of his, I will tell you something about him.

Charles L. Frost began his railroad career back in the sixties. He was young then and is now—while he keeps that bald spot covered. About '69 he was located at Echo Canyon as assistant paymaster for the Union Pacific Construction company, and ranged about the territories at large. It is not charged that Capt. Frost was tendered an apostleship in the Mormon church, but he was on speaking and paying terms with the late Brigham Young, for Brigham was a large contractor on the Union Pacific. Some two years of exciting life were thus spent with the Union Pacific when he went to Boston on an important mission for his road and there tarried. When the Texas and California Construction company was organized Mr. Frost was appointed cashier of that immense organization under Gen. Dodge, with headquarters at Marshall. There he remained until about 1873; the panic of that year gave a pause to the construction of the Texas & Pacific road, but Capt. Frost, associated with J. M. Eddy, W. H. Lawrence, M. H. Goble and Silas Craighead, had originated the scheme of building a road from Fort Worth through the Panhandle toward Denver. A charter was secured, but the financial depression not only delayed beginning the work, but all but Capt. Frost seemed to have lost faith in the enterprise. In 1880 the Pacific Improvement company began building the Texas Pacific westward from Fort Worth. Frost was appointed cashier of the Improvement company, with headquarters at Fort Worth. Later on the International Improvement company formed to build south from the Fort. Mr. Frost was also appointed cashier of that company; and when the Texas & Colorado Improvement company formed to build the Fort Worth & Denver City railway, he was also appointed cashier of that. Thus he was cashier of three different companies and in that capacity faithfully disbursed the large sum of \$8,500,000 at even no cost for exchange. When these several companies had accomplished their work Capt. Frost was appointed in November, 1882, to the position of general superintendent of the Fort Worth & Denver road, which position he still occupies to the entire satisfaction of all who come in contact with him. He is an unassuming man in manner and dress; it is doubtful if he even sports a nickel-plated watch, for there is no outward evidence of it. Courteous, quick and thorough, he has made for his road the reputation of being one of the best managed in the South. As you might imagine, such a man surrounds himself with assistants who share his enthusiasm and perform their duties with pride. Train Master E. M. Alvord was the first officer appointed on the road and his youthful figure scarcely indicates his ability but he has it. The mustachios and imperial of Conductor Alf T. Bailey will beam upon you in concert with his other features provided your pastboard is at once forthcoming, otherwise I would not venture to say what might happen.

Recently I had a talk with Col. Jas. Leonard of Denver. He was on his way to New Orleans as one of the Colorado commissioners to the fair. He told me that Denver people are exceedingly anxious to complete railroad connection with Fort Worth, and he gave it as his opinion that 10,000 inhabitants would be added to the Fort when the road is completed. The road building southward from Denver to connect with the Fort Worth & Denver City is known as the Denver & New Orleans; it is to Denver citizens a local enterprise similar to what the Santa Fe was to Galvestonians, and the colonel believes that so soon as the financial depression is removed capital will be readily found to push on the good work. One hundred and forty miles south of Denver is built to Pueblo. There remains some 400 miles yet to build to close the gap to the Fort Worth & Denver City. L. K.

COLORADO.

The Liveliest Town West of the Fort —A Fine Grazing Country.

Correspondence of the Gazette.

COLORADO, TEX., Sept. 27.—Colorado City might be said now to be undergoing a rest spell. Just at this time there is great complaint of the times. But from the traveling men that visit our city regularly I learn that Colorado is the liveliest town west of Fort Worth.

The trains on the Texas & Pacific railroad are making their regular schedule time, but still they are not crowded with immigrants seeking homes in our Western world.

THE GAZETTE comes every evening on the bob-tail, and stands at the head of all the daily papers here, not excepting the Daily Clipper.

The book store at the post-office will be under new management in a few days. Mr. St. Clair of the present firm tells me he will retire.

Our merchants that have been East purchasing fall and winter goods are returning one by one, and say that they have bought largely, and that goods will be sold in Colorado cheaper than ever before.

Mr. Michel, who had his grocery and bakery burned on Main street in the last fire, says that he has received his insurance and will at an early day rebuild and open the same business.

Stockmen from all directions are in the city. Among the number I make mention of Col. M. Z. Swenson, Harry Levy, Tom Sanderson and Mr. Darlington of Tom Green county.

The heavy rains that are looked for are certainly approaching. The thermometer is away up, the clouds are thickening and from what I can learn about the grass, with a few more showers and a late frost this country will be the best grazing region this winter.

TOM GREEN COUNTY.

Correspondence of the Gazette.

MONAHAN WELL, TEX., Sept. 27.—Health of this region is good.

We have a good school open now.

The young folks of the town had a hop last night, enjoying themselves up to a late hour. Mr. Dawson furnished the music.

Stock of all kinds is looking well, as we have had good rains throughout the county, especially along the Pecos river. Several stockmen are anticipating shipping of beefs from this point. Some say they are waiting on the railroad to build a stock pen at this place, which is badly needed, as stockmen on this side of the river have to swim their beefs across the Pecos river and put them on the cars run down, which makes them unfit for market.

REALESTATEIN NEW YORK.

The German Savings Bank "Feels" the Market With Thirty-One City Lots.

New York Herald, Sept. 26.

The long looked-for sale of about thirty-one city lots on the south side of Seventy-sixth street, extending from a point 348 feet east of avenue A to the bulkhead line of the East river, took place yesterday on the Real Estate exchange, No. 111 Broadway. The sale was in foreclosure proceedings, the German Savings bank being the plaintiff and James K. Lowery and others defendants. The bidding for nearly all parcels offered was quite spirited, and considering the fact that the property is far removed from rapid transit lines, good prices were obtained.

At the World's Exposition.

A Savannah Times correspondent, writing from Atlanta, thus describes a curiosity: "One of the features of the Georgia exhibit at New Orleans will be a genuine madstone, which has done service for over half a century. It is now in the custody of Col. Fatty Harris of this city. It weighs about a pound, is black in color and looks very much like a pound weight, although it is larger. It is a famous stone in the Cherokee region of Georgia, and is an heirloom in a well-known family. Sixty years ago the grand sire of Alfred's killed a buck and from his paunch took the stone. It has effected cures in over a hundred snake bites and has been used with unvarying success in all sorts of cases of poisoning. Col. Harris says that a few weeks ago a mad dog bit a number of animals and one man in Pickens county. The stone was applied to the man's wound and absorbed the poison in the usual way, while the animals were not treated with it, and every one of them died with most violent symptoms of hydrophobia. The history of the stone is to be written and placed in the cabinet along with it at the exposition, and accompanying it also will be the certificates of physicians who have applied it with success in cases of snake poisoning and mad dog bites. A discussion of mad stones was begun in Georgia two years ago, at which time it was generally laughed at by the doctors, but so many stones have been located and so much reliable testimony secured that a great many people announce their faith in the virtues of the stones and turn to them with as much confidence as the children of Israel looked up to the brazen serpent in the wilderness.

Ladies approve of your smoking 'Little Jokers'!

While shopping drop in at B. C. Evans Co. and ask to see their \$1 Belton's (superior finish) silk, which they sell at 50 per cent. less than can be bought elsewhere.

We have good range for five to ten thousand cattle in the Indian territory. Security given for the cattle. Correspondence solicited.

Geo. B. LOVING & Co., Fort Worth, Tex.

Happy combination—cures bleeding gums, ulcers, sore mouth and cleans the teeth. Holmes' Wash and Dentifrice.

NEW YORK OFFICE, 28 NORTH STREET.

THE

BOSTON OFFICE, 21 PEARL STREET.

MARTIN-BROWN CO

Exclusively Wholesale Dealers in

DRY GOODS, NOTIONS,

Furnishing Goods,

BOOTS, SHOES AND HATS,

FORT WORTH, TEXAS.

TO THE TRADE.

At this, the beginning of the Commercial year, 1884-85, we desire to return thanks for the patronage so largely and liberally given us the past year.

With our increased facilities we can serve your interests with better satisfaction than heretofore, promising in the future to use our best efforts to merit a continuance of the confidence so generously bestowed.

SEND IN YOUR ORDERS, AND CALL ON US WHEN IN THE CITY.

BATEMAN & BRO

TOO MUCH CLOTH.

The Augusta, Ga., Mill Men Say That Is the Situation.

The Overproduction of Goods and What It Has Led To.

Augusta (Ga.) Chronicle.

In the present unsettled condition of the milling interests in Augusta, the following article in yesterday's Constitution on the subject will prove of interest to our citizens and factory officials, and the views of the Atlanta president may be deemed worthy of careful consideration:

"There is every indication that in a short time another meeting of cotton mill men will be held, to take action in reference to the present depressed state of the market. A movement has just been started which looks to that end, and it is meeting with considerable favor. It is clear that the cotton mills must do something to carry them safely over the shoals through which they are now passing, and they have great need for a cotton factory statesman to rise up in their midst. It will be remembered that in March last a meeting of mill presidents was held in Augusta, and an effort was made to agree on some plan looking to the stoppage of the mills on account of the over-production that then existed. Many mills have been running on short time, and none of them have made money during the summer, but the over-production continued and the situation now, so the mill men say, is unchanged.

A Constitution man had a very interesting talk yesterday with a prominent mill president, who has made a deep study of the matter and gives some very valuable information on the subject. Said he:

"You see the things have not turned out as we thought they would and we are fearful of the future. When we held the convention last spring, we all hoped for better sales. But goods that sold then at six and seven cents a yard, are now worth only five to six cents. We do not know how the prices will go in the future. Goods may continue to go down. Millers are afraid to buy cotton lest the market drops before they can work off the stock. It is a sort of speculation that legitimate business will not stand."

"But suppose cotton drops soon?"

"I don't see how that can do the mills any good as long as overproduction stares us in the face. The secret of the whole thing is we have got to slack up and let the demand overtake us. That is the object of the meeting that we are now discussing. We have got to arrange some plan by which we can let up on cloth-making for awhile. The factories must arrange and agree not to run on more than half or two-thirds time until in the winter somewhere about February. You see the supply of goods is abnormal and the solution of the trouble is to

RUN ALONG ON SHORT TIME until the market is not so overstocked. If we run on full time and go on piling up goods, what's to come of the market? We thought the bottom was out when goods were a cent higher than they are now, and still they came down."

H. W. WILLIAMS & CO

Wholesale Druggists.

Patent Medicines at Manufacturers' rates.

HEADQUARTERS FOR SHOW CASES. THE LARGEST STOCK OF

Medicines in NORTH TEXAS at Bottom Prices.

Nos. 409, 411 and 413 Houston St. Fort Worth

"Is there any money in present prices?"

"No. The factories are running solely to keep their operatives together and for their benefit. There is \$350,000 invested in my mill, and it is practically idle. It earns no dividends. The operatives can work and make half pay, and get along some way—better than no way—and when times change we can all make money; but this is the off year, the abnormal year, and we have all got to bear it. In the North and East there are millions of spindles idle awaiting the change that will come about as soon as the supply and demand even up. In the South the mills have run on short time rather than close."

"Will the operatives agree to run on short time until February?"

"It matters little with the mills. It is only humanity and a desire to keep the operatives together that prompts us to run on even short time. A half loaf is better than no bread, but if the operatives do not want a half loaf in such times it would make little difference to the factories."

"Don't it cost something to start a mill when it stops?"

"Yes, that is true. It is a bad idea for a mill to get its operatives scattered."

IT COSTS MONEY

to get them together, and that is what I mean when I say we ought to try to keep them together. The thing is this: We put in the capital and get nothing for it, and the operatives try to live on half time. It is an even thing. Cloth now will hardly sell for the cost of raw material."

"It is a serious situation."

"Indeed it is. Take, for instance, Augusta. A third of her population depends on the factories. If they suspend what will the operatives do? Ten thousand people will be without means of support. The factories must not stop. The mill men must meet, agree on the remedy and abide by the agreement."

"The over production has been considerable?"

"In the last year it has been enormous and most of the goods are in the original packages. The mills should agree to work two-thirds time until the first of February, without regard to the price of cotton, and I am sure goods would then go up instead of declining, and mills that are now running at a loss would then be on a paying basis. We could not declare any dividends, but we would not have to report any losses."

It is probable that the convention will be called for an early date.

The loss of \$1,000 through bunco men instantly killed a Californian.

The Illumination in St. Louis this year will eclipse anything of the kind ever attempted. Round-trip tickets are on sale at \$24.75, good for fifteen days.

On His Vacation.

Detroit Free Press.

The other morning a man came in from Detroit from some point in Michigan, having among his baggage three fishing rods, two traps, a gun, a tent and two pairs of boots. He had heard that the city was chock full of bona locution man on his vacation, and as an Officer Button at the station, he thought he'd better head him off.

"Want to camp out?"

"Well, I have got a tent, but it will be safer to sleep in a hotel."

"Want to fish?"

"No, I don't care about it, but I brought my outfit along, and I'll use of catching fish."

"Those your hunting dogs?"

"Yes, but they ain't worth anything. It kind of looks the thing to have along, and they are wags of the tail."

"You have guns there?"

"Well, yes, but I never use 'em in my life. It looks more like to bring 'em, you know."

"Do you want to go to the woods?"

"No, not particularly. They are pretty damp and full of mosquitoes, and I can't see any use in it."

"Might go up to St. Clair Park?"

"All I could do would be to go to the hotel and catch a few fish, and shoot at a few birds."

"How's your machine?"

"It's only an island. I use of squinting down here and there, and when we've got to the land in this country."

"Petoskey is a favorite spot of the officer."

"That's on the shore of the lake. I don't care for the water."

"Why don't you go to the farm-house?"

"Too lonesome."

"Well, stay right here."

"Too lively."

"See here," said Button, "turned around on him, and said: 'What made you come here?'"

"Well, I have a few things to do, you know, and I'm going to get off some more."

"Well, if I were you, I'd get a next train for home, and get vacation lying in my bed."

"I guess I will. You know, the best plan. Please keep my traps until I can try a horse."

assure you I'm a stranger."

obliged to you for your

stranger."

THE CENTRAL

WIND MILL

Manufactured and sold by the